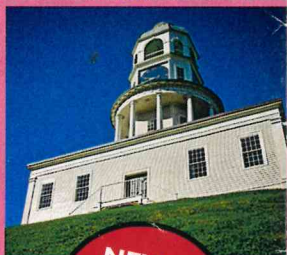
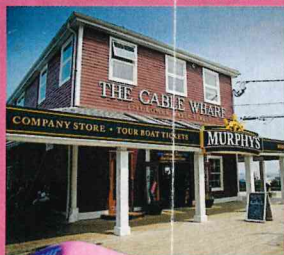
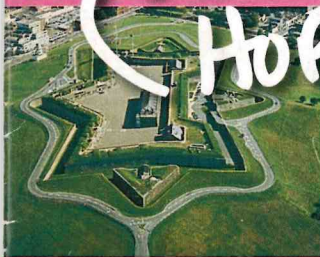


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Greetings from the Mayor



As Mayor of Halifax and on behalf of Regional Council, it is my distinct pleasure to extend warm greetings and a special welcome to you and your fellow passengers to our region. Our culturally rich and historic port city is renowned for warm Maritime hospitality.

While here, I hope you take some time to take in all our region has to offer, from our lively downtown to the scenic attractions throughout the 200 communities that make up our municipality. Whether you take in the historic Peggy's Cove lighthouse, ocean beaches, the bustling waterfront, Citadel Hill, or the catch of the day at Fishermen's Cove Village in Eastern Passage, you are sure to enjoy your time with us.

Have a great time and please come back, we would love to have you return.

Wishing you fair winds, clear skies and memorable moments as you cruise through our Atlantic waters.

Kindest regards,

Mike Savage
Mayor

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- Please obey traffic regulations while touring Halifax

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Time



All Around the Town Route (60 min.)

- 1 Chapel of Our Lady of Sorrow's
- 2 Halifax Public Gardens / Spring Garden Road Shopping Area
- 3 Museum of Natural History
- 4 Halifax Citadel National Historic Site
- 5 Historic North End / Shops
- 6 Hydrostone Shopping District
- 7 Province House / Art Gallery / City Centre
- 8 Cornwallis Park / Market / Pharmacy
- 9 Point Pleasant Park / Beach / Walking Trails
- 10 Canadian Museum of Immigration at Pier 21

Boardwalk/Waterfront Route (30 min.)

- 1 Bishop's Landing / Alexander Keith's Brewery
- 2 Maritime Museum / Waterfront Boardwalk
- 3 Murphy's Company Store / Queen's Landing
- 4 Casino Nova Scotia
- 5 St. Paul's Anglican Church / Grand Parade
- 6 Old Burying Grounds / St. Mary's Basilica / Discovery Centre
- 7 South End City

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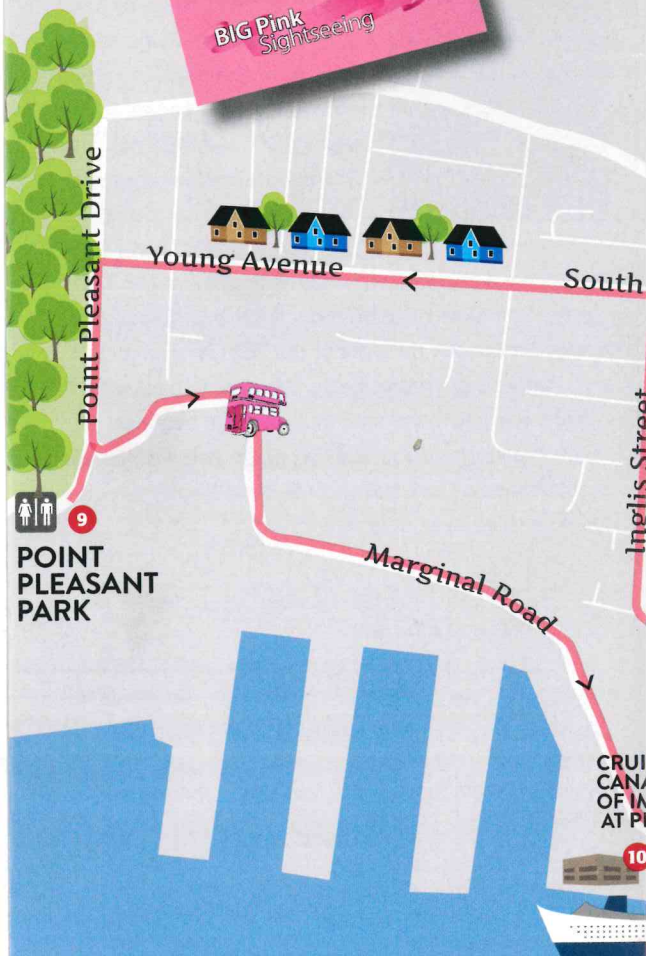
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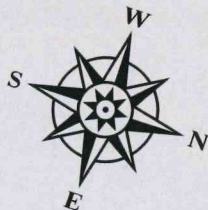


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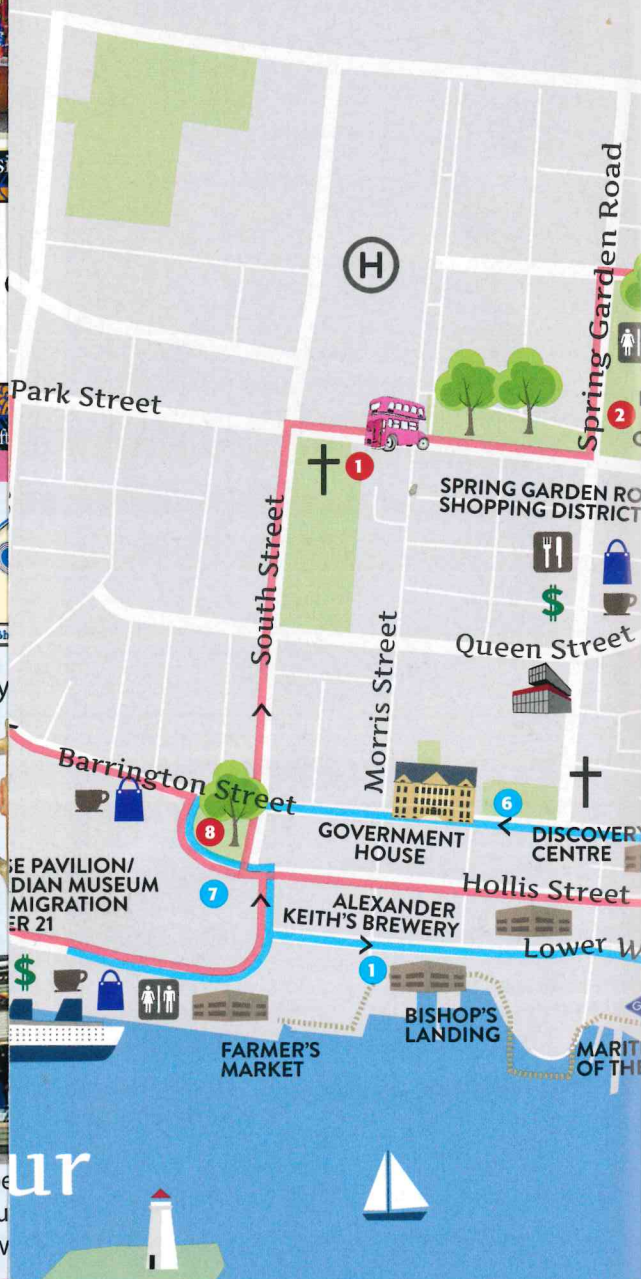


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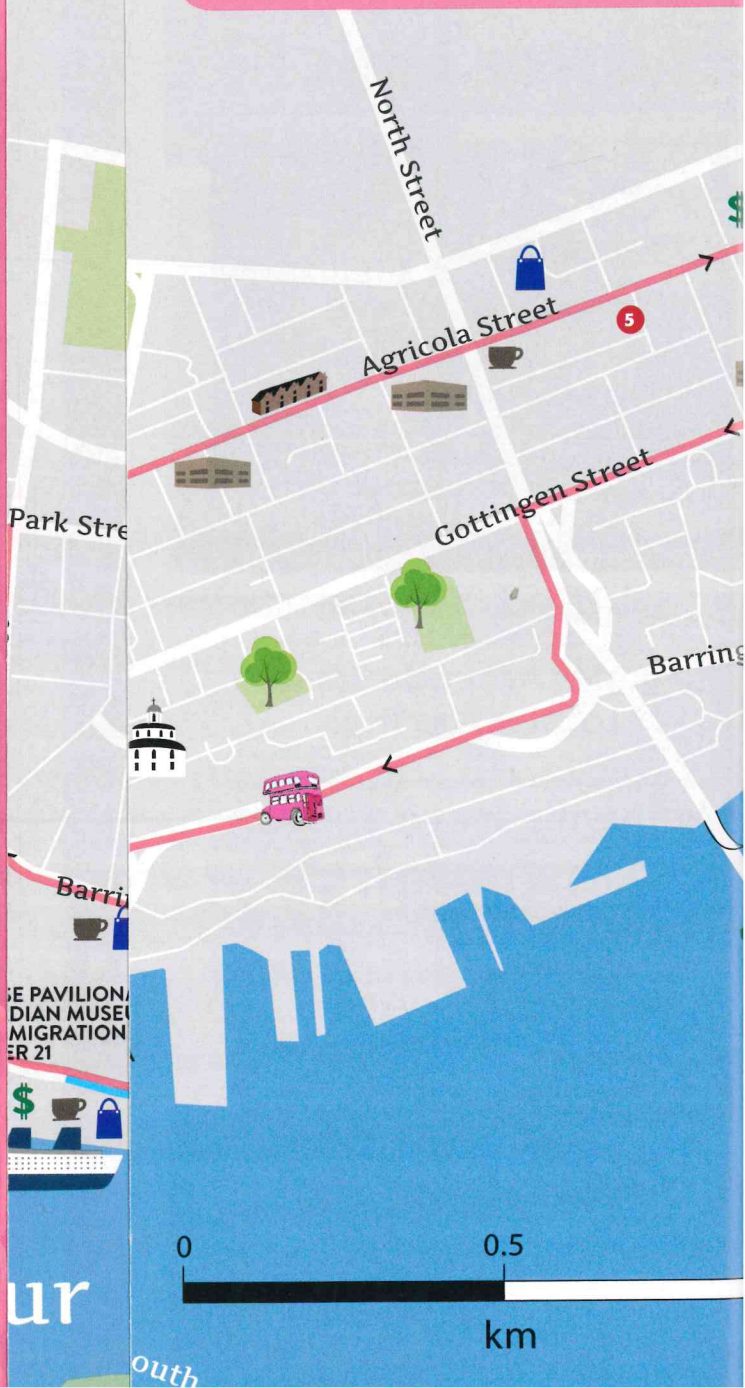
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HALIFAX
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Greetings!



Jeff Farwell and Dennis Campbell

We want to extend a warm welcome to our very special corner of the world! We've been waiting for you and now that you are here we are excited to show you around! Whether you're just having a quick look, or spending the entire day exploring, we are delighted to have you visit.

With a past that began approximately 11,000 years ago, Atlantic Canada holds a significant place in Canada's history and culture. We have many claims to fame

which vary from having the best tasting lobsters to the most photographed lighthouse; from being the birthplace of hockey to having the highest tides in the world; and from building world class schooners to beautiful covered bridges. We hope you enjoy taking part in the experiences that can only be found here.

History comes alive in Atlantic Canada, a charming collection of provinces that are known for their scenic coastline and distinct maritime culture. Located on the eastern shore of Canada, Atlantic Canada offers unique small, friendly, diverse communities and idyllic fishing villages to large metropolitan cities.

Today you can still see the remnants of our rich past in the celebrated buildings and churches that fill the city centre. Our historic centre is the place to enjoy "trendy" bars, renowned museums, sumptuous seafood restaurants and energetic art and crafting an atmosphere of vibrancy for the young and experienced alike.

We are all about cultivating positive memorable experiences. So if this is your first time in our area, or you are rediscovering our beautiful city for a second or third time, we hope that you get to know about the life which is ours—we're delighted to share it.

From our tree lined streets and salty ocean scents to our historic sites and monuments we are all about creating wonderful holiday memories. We hope to inspire, excite and educate with all you will see and do on your visit to our region.

Safe travels!

Sincerely,

Dennis Campbell, Chief Executive Officer

Jeff Farwell, President

Ambassatours Gray Line / Murphy's The Cable Wharf



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Halifax, Nova Scotia

Conveniently located next to the Canadian Museum of Immigration at Pier 21, you will find the Dockside Shops at Pavilion 22, offering a warm and friendly shopping experience for cruise passengers and locals alike. The Dockside Shops showcase handcrafted products including jewellery, gifts, apparel, accessories and signature items.

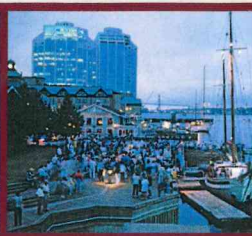
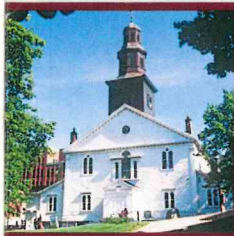
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HISTORIC HALIFAX



Steeped in old-world charm, Halifax is a magnet for both tourists and historians

BY STEPHEN POOLE

From the earliest Mi'kmaq who came here to hunt and fish to the hundreds of thousands of people who have taken in the many Tall Ships festivals, everyone who has visited Halifax and its surrounding shores have been impressed by the magnificent harbour, which is arguably the best in the world. Extending inland 16 kilometres from its seaward approaches, the harbour flows through the Narrows spanned by two bridges that connect Halifax and Dartmouth and opens into the sheltered confines of the Bedford Basin. It's little wonder, then, that the Mi'kmaq cherished their summers at Chebooktook, or "big harbour," which was also a convenient port of call for European fishermen long before there were any permanent settlements. The strategic advantages offered by the harbour made the site attractive once the colonization and fortification of Nova Scotia became part of British policy.

This change of policy—up until the mid-18th century, New England fishing interests had successfully opposed colonization—was brought about by peace negotiations with the French at Aix-la-Chapelle. Britain had fared poorly in the most recent war, but it had unexpectedly captured the Fortress of Louisbourg on Cape Breton Island in 1745, largely through the efforts of 4,000 New England militiamen.



PHOTOS COURTESY NOVA SCOTIA TOURISM: CULTURE AND HERITAGE

Citadel Hill's military routines are carried out today as they were between 1869 and 1871, with students re-enacting the roles of soldiers and sailors.

When the British decided to return the fortress to the French in order to hold on to some of their European gains, New Englanders were understandably upset. It was their hue and cry, together with a growing awareness of the strategic importance of Nova Scotia in London, that led to the founding of Halifax.

In June of 1749, Colonel Edward Cornwallis and 3,000 settlers arrived at Chebooktook, the site chosen for the new garrison town. Cornwallis and his officers agreed that the harbour was the finest they had ever seen. However, the same could not be said about the settlers themselves.

According to Cornwallis, there were few industrious men "proper to carry on a new settlement" among their number, made up mostly of London cockneys and disbanded soldiers and sailors. It's somehow fitting, then, that the statue of Cornwallis in Victoria Park in the city's South End gazes reproachfully toward London instead of facing the town he founded.

Halifax survived and eventually prospered. Subsequent waves of immigrants, especially the arrival of thousands of New England Loyalists following the American Revolution, brought a new vitality and sensibility to the town. Architectural gems such as Government House bear their stamp. And the presence of royalty on our shores—in particular, Prince Edward, the fourth son of George III (and, later, the father of Queen Victoria)—further refined the garrison town and left a rich architectural legacy that includes the Old Town Clock, St. George's Anglican Church, and the Prince of Wales Tower.

In the last century, many new Haligonians filed through the crowded immigration shed at Pier 21, now a National Historic Site (see “Canada’s front door,” below). Today Halifax is a vibrant cosmopolitan city, warm and welcoming.

Still, you don’t have to look too far before discovering that the old garrison town is alive and well. Warships still moor at the naval dockyard. The navy remains the city’s single largest employer, and sailors from other NATO countries are regular summertime visitors.

The harbour remains the focal point of activity. Many of the city’s premier attractions are on or near the waterfront. As one visitor remarked upon the departure of the Tall Ships from Halifax: “With a harbour like this, why go anywhere else?” ■

Canada’s front door

The sign that greeted immigrants to Pier 21 spoke volumes: “Welcome home to Canada.” It probably didn’t mean much at first to the constant stream of travellers disembarking from ocean liners at the edge of Halifax Harbour, even if they had been able to read English.

Canada was not yet home to the more than one million immigrants who poured through this waterfront shed between 1928 and 1971, but it soon would be. Today, one in five Canadians can trace their roots back to Pier 21. For them, it’s the place where Canada began. They were war brides, displaced people, children evacuated from the horrors of war—all immigrants seeking a better life than the one they had left behind. To honour them, and to pay homage to the unassuming waterfront immigration shed that had so much significance in their lives, in 1999 Pier 21 was declared a National Historic Site.

The award-winning Canadian Museum of Immigration at Pier 21 features hundreds of artifacts, a unique multi-media display, historic photographs, recordings of immigrants and their emotional stories, a simulated train journey from Halifax to Vancouver, and the Scotiabank Research Centre. It’s a compelling attraction not to be missed. ■





Halifax Citadel
National Historic Site

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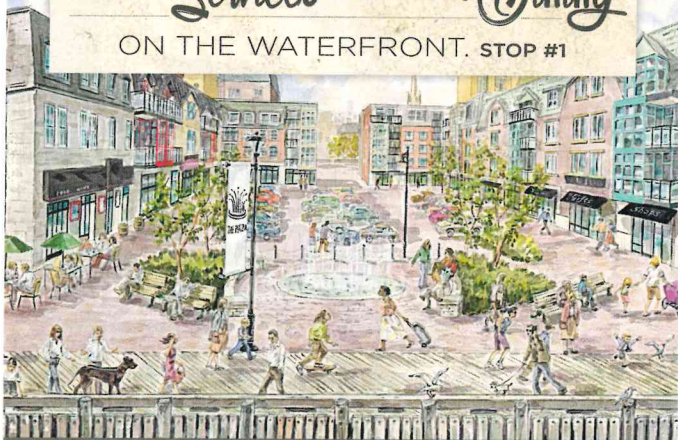


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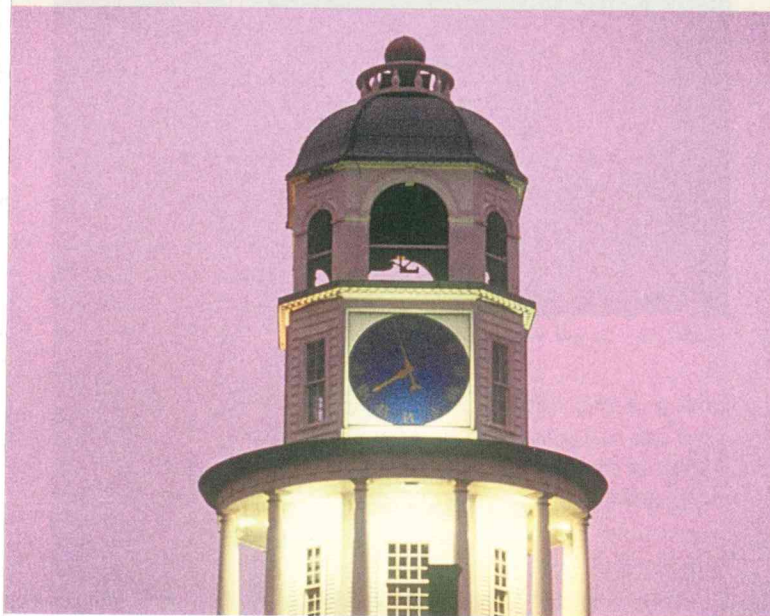


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THE BEST OF HALIFAX



PHOTOS COURTESY NOVA SCOTIA TOURISM, CULTURE AND HERITAGE

If you stand in the Grand Parade, the site of St. Paul's Anglican Church (Halifax's first building), many of the city's outstanding attractions are just three or four blocks away. The spot is also the exact centre of a rectangular grid of streets laid out by surveyor Charles Morris in 1749, with the Halifax Citadel directly behind.

OLD TOWN CLOCK

The Old Town Clock, a gift from Prince Edward, has stood at the base of Citadel Hill since 1803. (Ironically, given the Prince's reputation for demanding absolute punctuality, it arrived late from London, where it had been built by the royal clockmakers.) Unperturbed by such cataclysmic events as the Halifax Explosion in 1917, the clock has been restored in recent years to ensure that it will remain, in the words of legendary Nova Scotian politician and newspaper editor Joseph Howe, "a good example to all the idle chaps in town."

HALIFAX CITADEL

Built between 1828 and 1856, the present fortification is the fourth to occupy the hilltop location, with its commanding view of the harbour. In a curious twist of fate, the initial plans for the new fortress were drawn up by Colonel James Arnold, son of Benedict. Whether his efforts, and the efforts of thousands of others involved with the reconstruction, were necessary is open to debate. No



Citadel Hill is Canada's most-visited National Historic Site.

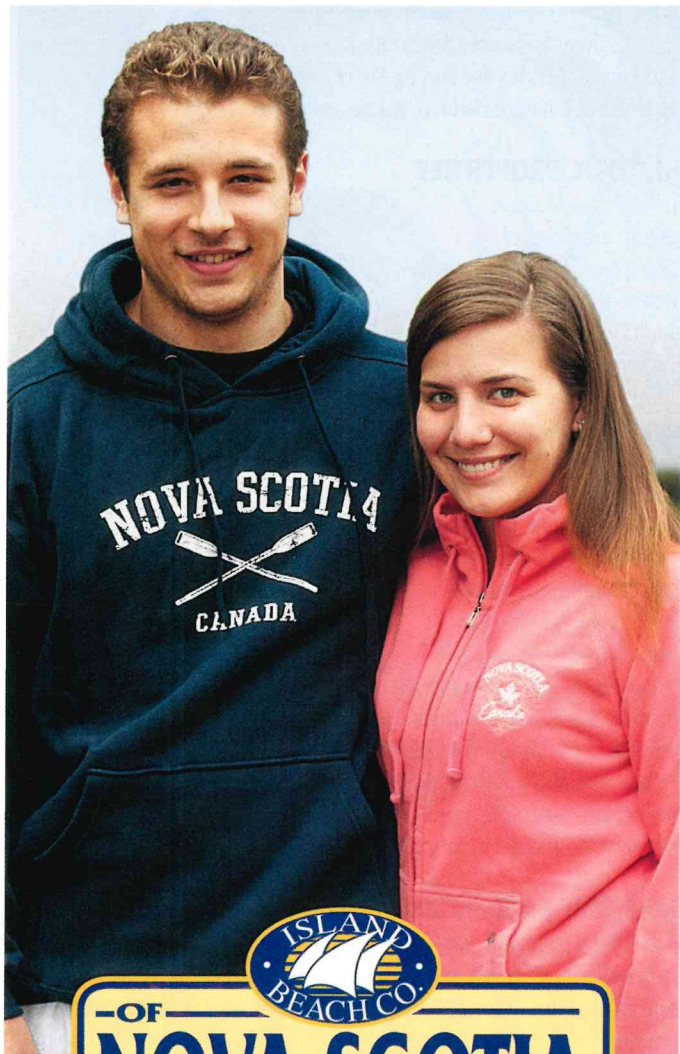
attack came. And, shortly after its completion in 1856, the introduction of long-range rifled naval guns downgraded its strategic importance.

Today the Citadel is Canada's most-visited National Historic Site. The fort's military routines are carried out as they were in 1869 to 1871. Students play the roles of soldiers from the 78th Highlanders and the Royal Artillery, as well as Naval Brigade sailors. The site also affords wonderful views of the city and harbour. It's a favourite kite-flying and tobogganing spot of Haligonians and an ideal venue for outdoor concerts.

HALIFAX AND THE *TITANIC*

As the closest major port to where the *Titanic* sank, Halifax played a significant role in the recovery and burial of its victims. Once the magnitude of the disaster had become apparent, White Star Line dispatched three ships from Halifax to aid





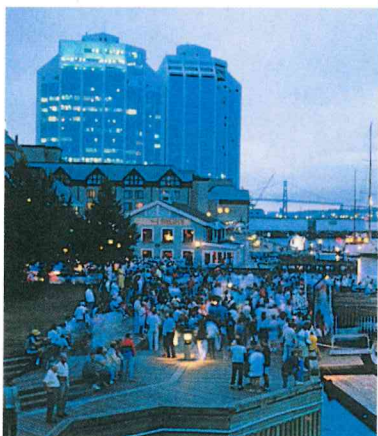
1781 Lower Water St., Halifax
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in the recovery operation. Of these, the *Mackay Bennett* had the most grisly task, recovering 306 bodies and burying 116 of them at sea. About 150 *Titanic* victims are laid to rest in three Halifax cemeteries, most at Fairview Lawn.

HISTORIC PROPERTIES

The survival of these superb examples of Georgian and early Victorian architecture was a near thing. The oldest building in the group, Privateers Warehouse, actually withstood a blow from the wrecking ball before plans for a waterfront expressway were abandoned. Built in 1813, Privateers Warehouse was used to store bounty that wealthy Halifax merchant Enos Collins seized in the



Historic Properties: great shopping and dining.

course of legalized privateering raids off the New England coast during the War of 1812. When Collins died in 1871 at the age of 97, he was reportedly the richest man in Canada.

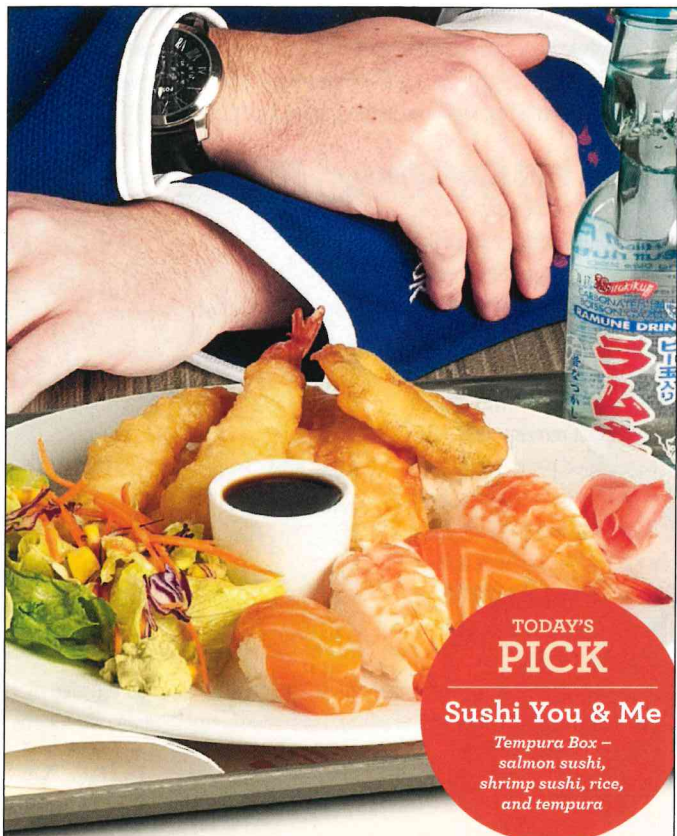
Today Historic Properties is a great spot for shopping, fine dining, or an evening out. Its waterfront boardwalk is a popular venue for summertime activities, including the annual Halifax International Busker Festival in August.

MARITIME MUSEUM OF THE ATLANTIC

The Halifax Explosion is among the outstanding exhibits at the Maritime Museum of the Atlantic, which tells much of the province's seafaring story. There are also exhibits about the *Titanic* (including one of the only intact wooden deck chairs), shipwrecks and lifesaving, the navy, steamships, and sailing ships. An old ship's chandlery has been restored, and there are lots of boats—from Mi'kmaq birch-



Exhibits at the Maritime Museum of the Atlantic.



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bark canoes to early 20th-century goose boats. Docked at the museum's wharf, you'll find the *CSS Acadia*, Canada's longest-serving hydrographic vessel, and the *Sackville*, a corvette that was used in the Second World War.

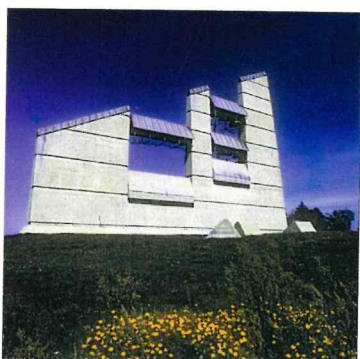
HALIFAX PUBLIC GARDENS

First planted by the Nova Scotia Horticultural Society in 1836, these formal Victorian gardens are the oldest, and many say the finest, in North America. When the city took over the gardens in 1874, superintendent Richard Power created a design that remains remarkably intact. Shaded pathways wander past floating beds of spring daffodils and summer fuchsia. Subtropical plants and unusual trees from around the world lend an exotic atmosphere to the more traditional formal Victorian gardens.



At the centre stands a gazebo built to commemorate the Golden Jubilee of Queen Victoria in 1887. Concerts are held here on summer Sunday afternoons; on Saturdays brides, grooms, and their wedding parties pose for photographers. And anytime, a quiet stroll through the Gardens is a tonic for the soul.

THE HALIFAX EXPLOSION



Fort Needham: Halifax Explosion memorial

Less than six years after the sinking of the *Titanic*, Halifax residents were once again beset by tragedy. On the morning of Dec. 6, 1917, the French steamship *Mont Blanc* and the Belgian relief vessel *Imo* collided in the Narrows of Halifax Harbour. The collision would have been unremarkable except that the *Mont Blanc* was carrying gun powder, cotton, picric acid, TNT, and benzol. The benzol caught fire, and the *Mont Blanc* drifted toward the shore; soon after, it exploded. The blast levelled the north ends of both Halifax and Dartmouth, killing nearly 2,000 people and blinding or maiming thousands of others.

There are visible reminders of the Halifax Explosion throughout the city. A fragment from the explosion that pierced the wall of St. Paul's Church remains stuck in place. On the shore of the Northwest Arm, 3.8 kilometres from the explosion site, is the 517-kilogram anchor shaft of the *Mont Blanc*, a stone's throw away from its actual landing point. And every Dec. 6, at precisely four minutes and 35 seconds after nine in the morning, a brief memorial service is held at Fort Needham in the city's North End. ■



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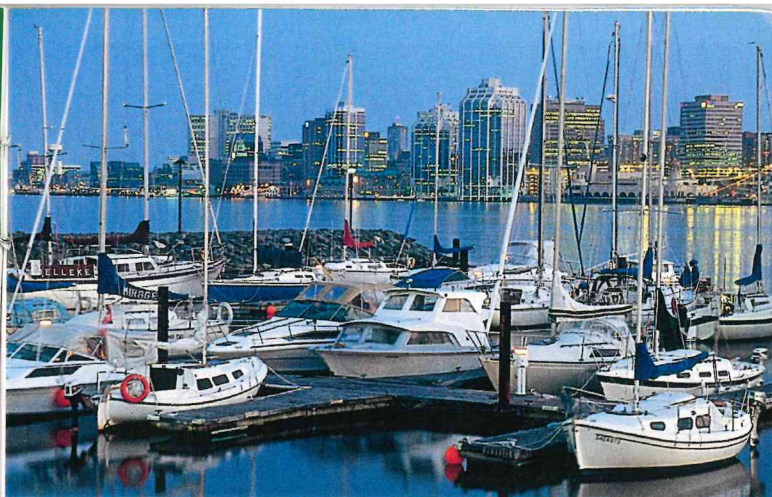


PHOTO COURTESY NOVA SCOTIA TOURISM, CULTURE AND HERITAGE

WORLD-CLASS PORT OF CALL

Halifax's harbour casts an enchanting spell on everyone who visits it

On a cold November morning in 1797, the frigate *Tribune* ran aground on Thrumcap Shoal at the southern end of McNabs Island in Halifax Harbour. For most of the day she lay there, her crew tossing ballast over the side as her angry and embarrassed captain refused all offers of help from other ships. As night fell, the swelling tide freed the ship from her prison, and a rising gale blew her across the harbour toward the rocks at the mouth of Herring Cove. Her rudder had been badly damaged, and despite the crew's frantic efforts, the ship missed the tiny entrance to Herring Cove.

Instead, the *Tribune* smashed into the rocky point that still bears the name Tribune Head. Most of the roughly 250 people on board perished quickly in the cold water. A few desperate souls clung to the rigging throughout the frigid night. When the wind finally died down the next morning, a local boy named Joseph Shortt launched a boat in a heroic effort to save the remaining crew members, 14 of whom were still alive.

There are thousands of wrecks like the *Tribune* strewn about the mouth of Halifax Harbour, including wooden sailing vessels, ships of war, steel-clad steamers, and pleasure craft. They are the victims of wars, storms, or bad navigation, and they all have one thing in common: Each of them was desperately trying to make it to Halifax, to an anchorage where they would be safe. They were bound for the welcoming port.

To the Mi'kmaq, the huge inlet was the "big harbour"—Chebooktook, in their own language. Every year in late spring, when the warm sun had melted the ice on their water highways, they would leave their winter villages in the interior of Nova Scotia

Today Halifax still fulfills its role as home to Canada's largest naval base

and paddle their birch-bark canoes down the Sackville River or through the Dartmouth lakes to while away the summer on Chebooktook's plentiful shores.

The British saw the value of Chebooktook when they were scouring the coast of Nova Scotia in 1749, looking for a place to build a major naval base. For one thing, the harbour was ice free—one of the largest ice-free natural harbours in the world, in fact. At its mouth, large islands were ideal for building defensive fortifications that would protect the naval base and the city. But most appealing was the geographical feature at the head of the harbour, a giant basin that could provide refuge for hundreds of British naval ships, a feature they would call Bedford Basin. They named the harbour and the town they built on its western shore Halifax, after an English lord who had sponsored the fledgling settlement.

For the next two centuries, Halifax's fortunes rose and fell with the wars that raged in Europe and North America. Military engineers fortified the city with a network of fortifications on Georges Island and MacNabs Island, in Point Pleasant Park and Eastern Passage, and on Citadel Hill and the high cliffs near Tribune Head—fortifications that would be upgraded and improved until the end of the Second World War. As the World Wars raged in Europe, Bedford Basin filled the military planners' vision, becoming a huge marshalling yard for convoys of ships that kept Britain supplied with goods, weapons, and Canadian soldiers.

Virtually every Canadian soldier and sailor during the World Wars sailed out of Halifax Harbour on the way to battle, in huge convoys that stretched out on the horizon. As the last ships sailed past Point Pleasant, rumblings could sometimes be heard in the distance as the lead ships were attacked by German U-boats waiting beyond the harbour mouth. Halifax paid dearly for its role as a logistical center in December of 1917, when a munitions ship packed with explosives collided in the harbour narrows with a Belgian relief ship, sparking the deadliest explosion before the atomic bomb, a disaster that killed and maimed thousands and destroyed Halifax's North End.

Today Halifax still fulfills its role as home to Canada's largest naval base and as one of the most important ports on North America's east coast, the first stop for freighters as they course the Great Circle Route from Europe to North America. The big windjammers of past generations are gone now, and in their place are huge lumbering container vessels, some too broad and deep to squeeze through the Panama Canal, bringing goods from around the world to be transferred onto double-stacked rail cars bound for destinations across Canada and the United States. — Tom Mason



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LIGHTHOUSE ROUTE

The beauty and culture of Nova Scotia's South Shore is reflected in its colourful heritage

From Shelburne to Canso, the coastline of Nova Scotia's South Shore presents a common face: heavily wooded shorelines, large bays and harbours, and drowned estuaries and headlands. But between St. Margaret's Bay and Halifax Harbour, this face is broken by a forbidding granite barren. Twelve thousand years ago, a moving ice sheet nearly a mile thick scraped the land clean, gouging out lakes and, where it melted, leaving piles of huge rocks in its wake.

Today the area is a desolate wilderness of stone—a landscape reduced to a simple equation of sea, sky, and rock. Through it, a dozen dead-end roads lead to villages called

Prospect, Terence Bay, and Dover, whose inhabitants still pluck their living from the sea.

Peggy's Cove is the most famous fishing village here. Nova Scotia still has dozens of lighthouses, but the Peggy's Cove light is certainly the most photographed, though ironically it doesn't serve as a navigation aid anymore. Today it does duty as a post office, with its own lighthouse-shaped cancellation stamp.



The road that winds from Peggy's Cove to Lunenburg is known as the Lighthouse Route, and it's here that most people's perception of Nova Scotia is formed. The sensibilities of a simpler time still hang over the communities along the route, with every turn in the road



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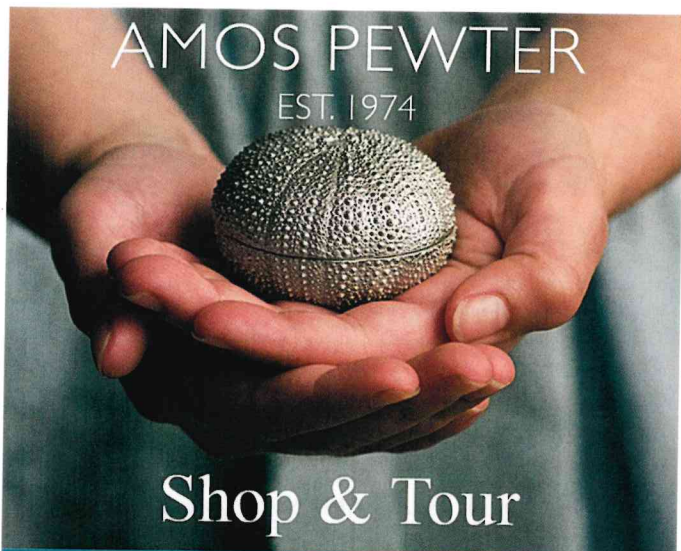
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Mahone Bay is one such vista, sprinkled with islands—365 in all, many with their own unique story. In earlier times, the bay was a favourite haunt of pirates and privateers who hid among the islands from patrolling warships. The isolated outer islands, called the Tancooks, still support small villages of people whose lifestyles haven't changed much from their ancestors' way of life. Perhaps the most storied island in Mahone Bay is Oak Island. Though widely believed to be the site of a fabulous buried treasure, no one knows for certain what, if anything, is buried there. Over the past two centuries, many have searched in vain for the treasure.

The communities along the Lighthouse Route are each daubed with their own particular character. Mahone Bay, which was originally known as Mushamush, is a charming and tourist-friendly centre filled with great shopping, dining, and scenic backdrops.

In 1995, the United Nations named Lunenburg a UNESCO World Heritage Site

Chester, originally named Shoreham, has become known over the last century as a summer retreat for the well-heeled. The village's two small harbours are dominated by palatial homes and luxury yachts, giving it a Cape Cod feel. In August the population doubles briefly during Race Week, the largest and oldest annual sailing regatta on Canada's East Coast, hosted by the century-old Chester Yacht Club. Chester is also the mainland terminus for the Tancook Island ferry, a passenger vessel that takes visitors and residents to the island community of Tancook at the mouth of Mahone Bay.

The German Protestants who settled in Lunenburg in 1753 were farmers unfamiliar with the sea, but within a generation they had become some of the finest shipbuilders and sailors in the world. The German culture remains strong in the area today, and Lunenburg surnames, place names, and recipes have retained a distinctive German flavour.

To truly appreciate the unique architecture of Lunenburg, it should be experienced on foot. The stately homes erected by shipbuilders and sea captains have a distinctive style, complete with bright colours, widows' walks, and ornate dormer windows known as "Lunenburg bumps." Historic churches and the impressive Second Empire architecture of Lunenburg Academy dominate the hilltop town. In fact, it's such a distinctive blend of styles that in 1995, the United Nations named Lunenburg a UNESCO World Heritage Site, one of the only urban areas in North America to be designated as such. — **Tom Mason**



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